

Chinatown

Area: 5,000 residents. Feeling is population much larger. 91% Chinese. 1st generation immigrants. Predominantly Families. Primarily low income. Commercial stores, restaurants along streetfront. Tufts/NEMC. 46 acres of land. Facing major development forces from all sides, which will shape area's future. CA/HT; South Station; Tufts/NEMC; Mid-town Cultural district; financial district; Turnpike air rights. Densely populated. Needs housing, neighborhood commercial space, open space. Needs to expand physically, yet faced with development from all sides.

Housing: Priority number one. 1400 units exist. Overcrowded, below grade. In need of affordable housing units. In need of larger size family housing stock. Housing forms central point of community issues and development strategies. Community concerned development will drastically increase real estate values and displace low and moderate income people.

Commerce: Desire for more neighborhood retail opportunities.

Traffic: Area history has been a story of transportation issues. Central Artery in '50's. Boston Extension of Turnpike in '60's. Area lost 9 acres of land from these. Helped contribute to housing issues as well as traffic issues. Major problems with congestion, even though majority of residents don't own cars. Central Artery ramps dump into Chinatown. Community wants exit ramp removed to keep traffic out. Prevent further road construction infringements on neighborhood.

Open Space: Area is in major need of open space. Is part of any discussions of housing, commercial, and institutional development

Inst'l: An area of central conflict for neighborhood. Institutional development within community. Splitting residential sections of Chinatown. Institutions plan continuation of major growth in future.

Community Services: Strengthen community services. 1st generation immigrants. Language. Child care. Health care. Employment/training.

Turnpike: Area presently zoned special study area. Master plan lists land use objectives for these parcels to provide for linking of residential areas of South End & Bay Village. Objectives are to physically create new space, including: 1) new open space; 2) new housing; 3) new neighborhood retail and community service facilities. Goal is to expand residential character and function.

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1. The first step is to identify the problem or goal. This involves understanding the current situation and what needs to be achieved.

2. Next, it's important to gather information and resources. This could involve research, consulting experts, or identifying the people and tools needed.

3. Once you have the information, you can start to develop a plan. This plan should outline the steps you will take to achieve your goal.

4. After the plan is developed, it's time to implement it. This involves putting the plan into action and making adjustments as needed.

5. Finally, you need to evaluate the results. This involves checking to see if you have achieved your goal and what you have learned from the process.

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South End

- Area:** 27,000 residents. 4% of Boston's total population. Population increased 50% '70 to '85. A drop, however, from 50's and 60's. Gentrification. Young, highly educated, resembling Back Bay - Beacon Hill, although more ethnically diverse. 610 acres make up area. 238 acres part of South End Historic Landmark District. Largest intact historic Victorian rowhouse district in U.S. Area consists large amount vacant, unbuilt, or underutilized land. Vacant public land totals 25.6 acres. Urban renewal profoundly affected area. 1965 plan will remain in effect until 2005. Future development around South End: Prudential; BCH; Central Artery; Parcel 18.
- Housing:** 14,000 units. Victoraian rowhouses of four to five stories predominate. Some larger scale housing and apartment projects from urban renewal. Rowhouses have undergone transformation. Gentrification. Multi-units. Buildings are distinctive. Relate in style, material and design. Most housing within historic district, except larger housing complexes. SENHI. Building housing on BRA and City vacant land.
- Commerce:** Industrial/manufacturing areas located along outer peripheries of area. Albany St. and Expressway. Herald and Teradyne. Medical research and light manufacturing proposed for vacant parcels in these areas. Within residential areas, neighborhood retail interspersed.
- Traffic:** Number of automobiles has grown tremendously in last fifteen years. Available parking for residents is severe. Grid pattern of streets. Gentrification created many one way streets. Has lessened street activity. Movement to make two way because of security issues.
- Open Space:** Building setbacks. Front stoops. Informal open space. Small English parks. Street plantings. Back alley plantings. Community parklands. Southwest Corridor parkland. Parks and Squares well utilized. Despite tremendous density, few acres open space, feeling of open space opportunities in area.
- Inst'l:** **Boston City Hospital.** Boston University Medical Center. University Hospital. Located southern edge of South End.
- Turnpike:** Development Policy Preliminary Recommendations for South End silent on turnpike issues. Report, however, defines SE community objectives as 1) seeking proper balance of housing and open space; 2) encourage neighborhood retail; 3) LMZ for area around Herald and Teradyne; 4) protection of historic housing; 5) preserve historic industrial landmark district; 6) street improvements (Washington, Harrison, Tremont, Columbus, & Albany).

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Bay Village

- Area: _____ residents. Predominantly young, affluent. Resembles Back Bay. _____ acres. From Boylston to Turnpike. Prudential to Park Square. Two and Three story historic row houses. Federal style. Designated Landmark District. Area represents a portion of commercial Back Bay. Prudential. Copley. Hancock. Park Plaza. Back Bay Station.
- Housing: _____ units. Federal style row houses. 1820's and 1830's. Historic Landmark area. Pressures on residential neighborhood because location between two business areas (Financial and Prudential Back Bay). Makes it prime office area. Goal is to strengthen housing in underutilized areas to prevent this from occurring. Commercial activities allowed in these areas by special permit only.
- Commerce: Large regional commercial area. Connects downtown financial district and Back Bay Prudential area. Development goals include development of Stuart Street space as major pedestrian retail Blvd. aka Boylston. Regional business along Stuart. Columbus. Berkley. Arlington. St. James. Small neighborhood retail along Church and Piedmont. Future development of commercial, while encouraged, should be strictly limited to certain areas.
- Traffic: Area very accessible. Commuter Rail. MBTA (Orange and Green). Turnpike access creates use of local streets. Viewed as needing improvements. Extend Herald St. to relieve traffic impacts.
- Open Space: Residential area low density row houses. Pocket parks. Like South End, feeling of openness.
- Inst'l: Small institutional tenants within some rowhouses.
- Turnpike: Draft Stuart Street/Bay Village District Plan lists land use objectives for turnpike air rights as opportunity to unify South End and Bay Village neighborhoods. Objectives include: 1) preserve moderate scale development along Clarendon and Berkley; 2) establish Columbus Avenue as transitional boulevard linking South End and Park Square; 3) housing priority over air rights to reinforce adjacent land uses; 4) continue sw corridor linear park by establishing 50% open space requirement for air rights; 5) extend Herald Street to Clarendon; 6) construct new turnpike ramps to provide better access.

The Fenway

- Area: 20,000 residents. 5,000 in West Fenway. 15,000 in East Fenway. Mix of residential and commercial. Mix of students, low and moderate income. Racially mixed. 250 acres not counting Fens. Area bordering Turnpike and Fenway mainly institutional (Sears, Harvard Community Health, and parking lots). Some commercial. Also Fenway Park. Area facing pressures from institutional development in Longwood, mainly in the form of increased traffic and parking. Also positive effects of this growth: back office development along commercial avenues.
- Housing: Residential area well defined. 8500 housing units. Four to six story row houses. Primarily apartments. 15 to 50 units. Residential areas generally fully built.
- Commerce: Commercial area well defined. West Boylston to Lansdowne. Major issue is type of commercial activity along West Boylston. Residents actively seeking neighborhood retail commercial with housing on upper floors. Business groups urging regional business and industry. Both encouraging growth medical research, back office functions. Division over parking.
- Traffic: Community conflict over parking. Residents don't want to see any more traffic or parking. Business encouraging parking over turnpike as part of encouraging regional business enterprises. Fights over future Longwood development and parking needs. Ideas floating of shared business/neighborhood parking facilities.
- Open Space: Not as big an issue as some areas in the city because of the Fens, although some in community would disagree.
- Inst'l: Major institutional neighbors on all sides: LMA; Northeastern; Wentworth; MFA; BU (other side of pike). These abutting neighbors contributing to growth traffic, parking, congestion. Within neighborhoods, many are buying, renting up space, some of which is viewed as good (back office) and some bad (parking).
- Turnpike: No written document for Fenway. Discussions, however, have taken place. Key issue is whether to allow for turnpike ramps in this area. Residents very concerned about traffic increases. Others concerned about meeting needs commerce and the institutions. Garage parking facilities also big issue. Talk of garages over pike strongly opposed by residents, supported by business. Talk of restricted access from pike (parking only). Commercial areas border pike on Fenway side. Other side is commercial, Kenmore Square, Audobon Square, and BU. Air rights generally viewed as commercial, institutional opportunities.

Allston-Brighton

- Area: 4.5 square miles. Population approximately 75,000. Predominated by families. Working class. Ethnically diverse. Growing East Asian population. Large student population. BC. BU. Harvard Business. Area mix of residential, neighborhood retail, industrial and manufacturing.
- Housing: 20,000 units. Extremely congested. Housing stock varies.
- Commerce: Regional commercial areas: Harvard Avenue and Western Avenue. Neighborhood retail along Brighton Center. Small industrial areas in Guest Street industrial area and Allston Landing.
- Traffic: Little impact from Turnpike. No exit spillovers into community. Traffic issues in community about truck traffic residential areas, parking in commercial centers particularly along Commonwealth Ave.
- Open Space: Number one priority. Little open space in north and south Allston. Proposed zoning for area has been zoned as open space for Turnpike Air Rights. Few open space opportunities exist within available lands.
- Inst'l: Boston College. Harvard Business. Boston University. A somewhat general concern that institutions might overwhelm community character.
- Turnpike: Institutional (BU) along portion of turnpike being studied. Residential (Brookline) along this portion as well. In addition, industrial (trucking), bridge and maintenance areas, and a rail yard are within or adjacent to this area. Turnpike elevated over Storrow at this point. Makes it a difficult parcel to develop. Brighton Master Plan recommends as proposed zoning open space for the turnpike air rights. Master plan also recommends a pedestrian/bicycle connection to the Charles River reservation from the BU Armory.

Parcel 2

Footprint: 236,000 SF

Boundary Land Use: (Interchange to Harrison Ave)

North: Tai Tung Village (Hi-rise residential)
Surface parking

South: Boston Herald Newspaper
Surface parking

Boston Society of Architects (BSA):

"Most difficult site to develop structurally. Multi use: 2000 car parking with hi-rise housing and hotel"

New England Medical Center (NEMC):

"New frontage roads"

South End (SE):

"Rezone to LMZ. Non-office loft-residential and light-manufacturing up to Herald St. 30' to 100'." Silent on Turnpike Air Rights.

Chinatown:

"Green Common... opportunities for affordable housing, neighborhood business, community services and jobs" Proposed special study area. Extend residential areas and create community services and open space to benefit abutting communities, including Chinatown, South End and Bay Village. Proposed zoning: 250' FAR 6.

Notes

- o Historic Industrial Landmark District. (Herald St. south). Impacts development south of air rights. Important to design issues.
- o Harrison Ave. Bridge. BTD study may begin soon.
- o Herald St/Marginal Way. Extension. Various alternatives being studied. Central to all discussions of parcels 2 - 9.
- o CA/THT/Turnpike Ramps. Placement of on-off ramps being studied. Reconfiguration of ramps linked to Herald St. extension. Central to all discussions of parcels 2 - 9.

Parcel 3

Footprint: 68,000 SF

Boundary Land Use: (Harrison Ave. to Washington St.)

North: Residential housing
Parcel A & B. (Vacant surface -- future housing)
Church

South: Teradyne
Parking garage

BSA:

"Pair with R-3 housing. Pair parcels 2 and 3. Mid-rise housing.
Hotel. LRV access"

NEMC:

"Proposed Air Rights housing for Chinatown."

SE:

Silent on Air Rights. (Proposed LMZ zone Herald st. south.)
See parcel 2.

Chinatown:

Same as Parcel 2.

Notes

- o R-3 development (housing). Abuts this parcel. To be built soon.
- o Washington St. LRV. Replacement transit. Discussions taking place on alternatives.
- o Two-way Washington St. BTD study on alternatives.
- o Harrison Ave. Bridge. BTD study.
- o Herald St./Marginal Way. Extension.
- o CA/THT/~~Turn~~pike ramps. Placement. Reconfiguration

Parcel 4

Footprint: 72,000 SF

Boundary Land Use: (Washington St to Shawmut Ave)

North: Quincy School
Underground parking (45 spaces)

South: Unidentified commercial Bldg (Drukers Garage?)
South Cove Manor

BSA

"Possible pair both sides. Low-rise density. Large linear parcel.

NEMC:

"Proposed Air Rights housing"

SE:

Silent on Turnpike Air Rights.

Chinatown:

See parcel 2

Notes

- o Castle Square. Redevelopment. Plans being developed. Adjacent to parcels 4, 5, and 6.
- o Washington St. LRV. Replacement transit.
- o Herald St./Marginal Way. Extension.
- o Turnpike ramps. Placement. Reconfiguration.

Parcel 5

Footprint: 146,000 SF

Boundary Land Use: (Shawmut St to Tremont St)

North: Mass Pike Towers

South: Castle Square
Surface parking

BSA

"Opportunities for likely redevelopment Castle Square. Large linear parcel. Orange line right of way. Match housing both sides. Possible pairing both sides.

NEMC

"Proposed market rate housing. Proposed Tufts/NEMC parking garage south side Herald St."

SE:

Silent on Turnpike Air Rights

Chinatown

See parcel 2

Notes

- o Parcel 6 (very small). Need to pair with 5 or 7.
- o Castle Square. Redevelopment.
- o Herald St./Marginal Way. Extension.
- o Turnpike ramps. Placement. Reconfiguration.

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Parcel 6

Footprint: 11,000 SF

Boundary Land Use: (Tremont St. to Arlington St)

North: Bay Village residential
A. Lincoln Elementary School

South: Castle Sq.
Unidentified

BSA:

"Small parcel. Six-way intersection. Enlarge Arlington Square. Housing to expand Chinese community. retail at street level."

Chinatown:

See parcel 2

South End:

Silent on Turnpike Air Rights.

Notes

- o Six Street intersection. Traffic issues. Needs to be studied carefully.
- o South End CARD. Redevelopment plans to revitalize sections adjacent to air rights. Plans include strengthening commercial aspect of area
- o Castle Square. Redevelopment
- o Herald Street/Marginal Way. Extension.
- o Turnpike ramps. Placement. Reconfiguration.

Parcel 7

Footprint: 183,000 SF

Boundary Land Use (Arlington St to Berkely St)

North: Bay Village residential

South: South End residential

BSA

"Possible pair with Morgan Memorial. Large parcel. Complete Cortes as low-rise residential st.

Bay Village

"Housing priority area... in keeping with Chinatown plan. Finish Cortes St housing. Moderate development Berkley and Clarendon. Columbus Ave transitional between SE residential and mid-rise Park Square. 50% open space requirement. Continue SW corridor linear park. 80'/FAR 6. Special Study Area. Berkley to Clarendon."

SE:

Silent.

Notes

- o Franklin Institute. Redevelopment. Proposal to revitalize this adjacent area.
- o South End CARD. Redevelopment.
- o Herald St./Marginal Way. Extension.
- o Turnpike ramps. Placement. Reconfiguration.

Parcel 8

Footprint: 88,000 SF

Boundary Land Use (Berkley St. to Columbus Ave)

North: Unidentified

South: Back Bay Station
South End residential

BSA

"pairing both sites 8 & 9. Berkeley/Columbus potential Showpiece corner. Transition residential to commercial. Mixed use with some residential. Open space"

Bay Village

"Moderate scale development along Clarendon and Berkley. Columbus transitional Blvd. 50% open space requirement on air rights. Continue SW corridor linear park. Extend Herald St. Pocket parks. New turnpike ramps. Housing priority area. 80'/FAR 6. Special Study Area. Berkely to Clarendon.

SE:

"Silent on Turnpike Air Rights" "

Notes

- o Back Bay Station. Platform on air rights site.
- o South End CARD. Redevelopment.
- o Herald St. Extension
- o Turnpike ramps. Placement. Reconfiguration.

Parcel 9

Footprint: 67,000 SF

Boundary Land Use (Columbus to Clarendon)

North: Stanhope

South: SE residential

BSA

"Tall mass to mark start Herald St. Terminus Back Bay Station"

SE

Silent on Turnpike Air Rights

Bay Village

See Parcel 7 or 8.

Notes

- o Small parcel. Need to possibly pair.
- o Transition. Last parcel. Point of transition between commercial and residential. Point where they all meet.
- o Back Bay Station. Platform.
- o Herald St. Extension.

Parcel 11

Footprint: 26,000 SF

Boundary Land Use: (Dalton St. to Boylston St.)

North: Auditorium MBTA Station

South: Auditorium Garage
St. Cecelia Church and Park

BSA:

"Streets are major pedestrian routes and major MBTA stops. Possible link with church park site. Add commuter rail stop. Restore Boylston."

Fenway

No written document

Back Bay

No written document

Notes

- o Hynes. Central to parcel. Development must be framed around this issue.
- o Bridge. Make room for MBTA buses to pull off/turn.
- o Boylston St. Redevelopment. Need to strengthen this pedestrian street.

Parcel 12

Footprint: 69,000 SF

Boundary Land Use: (Boylston to Mass Ave.)

North: Newbury St. retail

South: Auditorium Station
Boylston St.

BSA

Structural considerations. Small site. Can be enlarged (Parcel 11, MBTA Air Rights, Newbury St.) 8 - 10 stories. Possible Mass Ave/Boylston gate. Major pedestrian routes, MBTA stops. Entry to Fens. Entry to convention center."

Fenway

No written document

Back Bay

No written document

Notes

- o Hynes. Parking. Access. Development. Central to parcel.
- o Bridge. Make room for MBTA buses to pull off/turn.

Parcel 13

Footprint: 215,000 SF

Boundary Land Use: (Mass Ave to Park Drive)

North: Newbury St
Backside Harvard Club, surface parking, garage
parking, apartments

South: Charlesgate. Fens
Artists studios

BSA

"Opportunity to develop both sides of Newbury. Large linear parcel. MBTA access. Pike rises up at grade, makes difficult site. Potential reverse curb; Pike wants no additional obstruction. Potentially move west-bound on-ramp. Gate to Fens. High rise each end, mid-rise middle. Open space on west end. Bridge from Fens to Charles. Possible hotel"

Fenway

No written document

Notes

- o Olmsted Plaza. Redevelopment. Indirectly affects parcels along this stretch because its size, traffic impacts, etc.
- o LMA. Development. Indirectly affects parcels along this stretch because of its size, traffic impacts, etc.
- o Emerald Necklace. Restoration. Bike connection to Charles.
- o Newbury St. Development. Opportunity to lengthen retail and pedestrian street.

Parcel 14

Footprint: 290,000 SF

Boundary Land Use: (Park Drive to Brookline Ave)

North: Kenmore Square
residential

South: Lansdowne St.
Fenway Park

BSA

"Opportunity to develop both sides Newbury St. Pike now at street level. Possible Ball Park hotel."

Fenway

No written document.

Notes

- o Fenway Park. Traffic. Parking. Access.
- o IMA. Future development.
- o Olmsted Plaza. Redevelopment.
- o Emerald Necklace. Restoration. Connections.
- o Newbury St. Development.

Parcel 15

Footprint: 545,000 SF

Boundary Land Use: (Brookline Ave to Beacon St Overpass)

North: Kenmore Square
commercial

South: commercial

BSA

"Potential major development site. Undeveloped land to south. MBTA access. Parcel of little pattern. High density possible. Parking on ramps. Mixed use development."

Fenway

No written document.

Notes

- o Commuter Rail. Discussion of the development of a more significant commuter rail network here to facilitate transportation needs for this area.
- o Turnpike access. Whether to design on-off ramp at this location to service transportation needs of this area. Full access. Restricted access. Parking issues.
- o LMA. Future development
- o Olmsted Plaza. Redevelopment

Parcel 16

Footprint: 225,000 SF

Boundary Land Use: (Beacon St. Overpass to St Mary's)

North:

South: Audobon Circle residential

BSA

"Long linear parcel. Let institutional uses expand over Pike. Possible on-ramps both ways. Possible parking. Spanish steps like Rome -- unless Pike depressed>"

Fenway

No written document

Notes

- o Turnpike. Access. Restrictions. Parking.
- o LMA. Future development
- o Olmsted Plaza. Redevelopment

Parcel 17

Footprint: 390,000 SF]

Boundary Land Use: (St. Marys to BU Bridge)

North: Auto Shop
Columbus Ave.

South: Brookline residential

BSA

"Plan with parcel 18. BU transition to residential. BU open spaces. Sense of Esplanade. Front door for BU."

Brookline
(Need to get comments)

Brighton
"Proposed zoning for Turnpike Air Rights: open space."

Notes

o BU Armory. Development will occur over next 10 years.



BOSTON PUBLIC LIBRARY



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Parcel 18

Footprint: 310,000 SF

Boundary Land Use: (BU Bridge to Allston-Beacon Yards)

North: Charles River
Storrow Drive (Below Turnpike)

South: Comm Ave retail
Brookline

BSA

"Must build over elevated road. Mid-rise. Use 17 and 18 to connect BU campus. housing. Pedestrian access to Charles. Railroad bridge opportunities."

Brookline
(Need to get)

Brighton

"Proposed zoning over Turnpike Air Rights: open space. Create physical link from community to Charles River reservation at Armory site for both pedestrian and bicycle."

Notes

o BU Armory. Abuts this parcel.

